



BIKEWAYS MAP 2010

Important Phone Numbers

Emergency.....911
Pleasanton Police Department.....(925) 931-5100

Street sweeping or potholes
City of Pleasanton
Operations Services Center(925) 931-5500

Animal Control
Pleasanton Police Department(925) 931-5100

Bicycle Planning and Engineering
(Comments related to this map)
City of Pleasanton
Traffic Engineering.....(925) 931-5671

Pleasanton Rides to School Program
(Interested in forming a school
bikepool?).....(925) 931-5039
<http://www.pleasantonschoolpool.org>

Transit Information

Wheels Bus Service.....(925) 455-7500
<http://www.wheelsbus.com>

Altamont Commuter Express
(ACE Train).....(209) 944-6220
<http://www.acerail.com>

Commuter Information511
<http://www.511.org>

Bicycle Advocacy Groups

Bay Area Bicycle Coalition.....(415) 814-9247
<http://www.bayareabikes.org>

East Bay Bicycle Coalition.....(510) 533-RIDE
<http://www.ebbc.org>

Valley Spokesmen
<http://www.valleyspokesmen.org>

P-town Bike Advocates.....
<http://groups.yahoo.com/group/Ptownbikeadvocates/>

Be the Change Cyclists (BCC).....
Email: jott@uncleu.org
blog site: www.bethechangepcylcists.blogspot.com

TYPES OF BIKEWAYS

PAVED MULTI-USE TRAIL (OFF STREET)

A multi-use trail is a paved facility that is shared by bicyclists and pedestrians. Bicyclists must yield to pedestrians.



UNPAVED TRAIL (OFF STREET)



BIKE LANE (ON STREET – NO PARKING)



BIKE LANE (ON STREET WITH PARKING)



BIKE ROUTE (ON STREET WIDE ROAD SHOULDER)



SIDE PATH (OFF STREET)

A side path is an off street facility located adjacent to a roadway. It is shared by bicyclists and pedestrians.



Below are the highlights of laws related to bicycling as contained in the California Vehicle Code (CVC). For further information, please view the CVC online at: <http://www.dmv.ca.gov/pub/s/vctop/vc/vc.htm>

Bicyclists have all the rights and responsibilities of motorists, including but not limited to prohibitions against riding under the influence of alcohol or drugs. Section 21200(a)

A person under 18 years old must wear a properly fitted helmet when operating a bicycle, a non-motorized scooter, a skateboard, or in-line or roller skates. The helmet must meet the standards of either the American Society for Testing and Materials (ASTM) or the United States Consumer Product Safety Commission (CPSC). This requirement also applies to a person who

rides a bicycle while in a restraining seat that is attached to the bicycle or in a trailer towed by the bicycle. Section 21212

Bicyclists in a bike lane, on a roadway or on a shoulder of a roadway must ride in the same direction as traffic on the roadway. Section 21650.1

When traveling more slowly than the normal speed of traffic, bicyclists must ride in the bike lane (when present) or ride as close to the right side of the road as practical on roadways without bike lanes, except:

- When passing another bicycle or vehicle;
- When preparing to make a left turn;
- To avoid hazards that make it unsafe to keep right;
- When approaching a place where a right turn is authorized (for example, a free right turn lane.) Sections 21208, 21202

Bicyclists should ensure it is safe and give the appropriate signal before moving out of the bicycle lane. Section 21208

When riding a bicycle at night, the bicycle SHALL be equipped with the following:

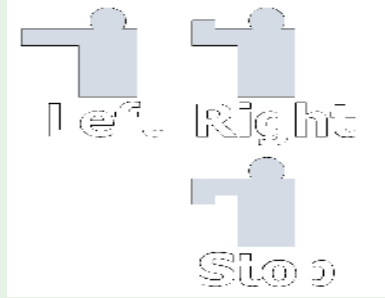
- A white headlight that illuminates the road in front of the bicyclist and is visible from a distance of 300 feet in front of and from the sides of the bicycle;
- A red rear reflector that is visible from a distance of 500 feet to the rear;
- A white or yellow pedal reflector on each pedal, shoe, or ankle visible from the front and rear of the bicycle from a distance of 200 feet; and
- A white or yellow reflector on each side forward of the center

of the bicycle, and a white or red reflector on each side to the rear of the center of the bicycle. Section 21201(d)

It is illegal to park a bicycle on a sidewalk in such a way that it blocks pedestrian traffic. Section 21210

Bicyclists may not wear earplugs or a headset that covers both ears. Section 27400

Bicyclists may not carry any package that prevents them from keeping at least one hand on the handlebars. Section 21205



Position the bicycle in the middle of the travel lane, behind the stop bar. If you do not get a green light within 2 minutes, place your bike off center in the lane. For questions or concerns about bicycle detection call 931-5677.



At many signalized intersections, cameras detect vehicles and bicycles and trigger the green light.

BICYCLE PARKING

Locking your bike to a bike rack can prevent most bicycle thefts.



Do not park your bike such that it blocks the pedestrian pathway.

Locking your bike with a U-type lock:

- Secure the front wheel and bike frame to the bike rack



Locking your bike with a cable or chain lock:

- Loop the cable or chain through both wheels, the bike frame, and the bike rack. Pull up all the slack in the cable or chain



- Take a bicycle safety education class. Refer to East Bay Bicycle Coalition at <http://www.ebbc.org/safety>
- Wear a helmet to reduce the risk of head injury. 3 out of 4 bicycle deaths involve head injury.
- Maintain control of your bicycle. Ride a bicycle that is properly fitted and well maintained, with particular emphasis on adequate brakes and tires.
- Be wary riding across driveways

- Be visible, alert, and communicate your intentions to other roadway users. Be aware of traffic around you and ride defensively.
- Ride in the same direction as the flow of traffic. The leading cause of bicycle collisions in Pleasanton is bicyclists riding the wrong side of the street.
- Obey traffic signs and signals.
- Wear bright clothing.
- A rear view mirror attached to the helmet, glasses, or handlebars is an important safety feature.

Perception vs. Reality

Perception: Cyclists are most often hit from behind

Reality: Most vehicle vs. bicycle collisions occur at intersections, when either the motorist or bicyclist makes an unexpected turn across the others path. In the hope of avoiding a rear end collision, some bicyclists ride against the flow of traffic only to get in trouble at an intersection because a turning motorist never saw them.

Perception: Motorists are uncaring about cyclists

Reality: Most motorists are rational people who will allow you right of way, even if it inconveniences them a little.

Perception: I've got to stay away from cars

Reality: Being in traffic isn't inherently dangerous, but be cautious when entering traffic. Riding in a traffic lane is not inherently dangerous since motorists can see you and will avoid you.

Obtain further information about bicycle rules and safety online:
<http://www.dmv.ca.gov/about/bicycle.htm>

FREQUENTLY ASKED QUESTIONS

Question: When will street sweeping be performed on a particular street?

Answer: Most Pleasanton streets are swept once a month based on a regular schedule that is available on the City's website at: <http://www.ci.pleasanton.ca.us/government/departments/works/sweep.html>
The Pleasanton Downtown area is swept weekly. For problems or questions, please call the City of Pleasanton Operations Service Center at 931-5500.

Question: Who do I call to report a pothole or other roadway obstruction?

Answer: Call the City of Pleasanton Operations Service Center at 931-5500.

Question: I don't think my bicycle was detected by the traffic signal at an intersection. Who do I call?

Answer: Call the City of Pleasanton Traffic Engineering Division at 931-5677.

Question: I have a suggestion for a change to roadway signage or striping in order to help bicyclists. Who do I call?

Answer: Call the City of Pleasanton Traffic Engineering Division at 931-5677.

Question: Can I ride my bike on the sidewalk?

Answer: Although it is not prohibited to ride your bike on the sidewalk in Pleasanton, caution should be used when riding on the sidewalk. Pedestrians have right of way on sidewalks. Motorists don't expect bicyclists on sidewalks and may not see you when they are entering and exiting driveways. Also, bicyclists riding on the sidewalk risk collision with pedestrians. In residential areas it is accepted practice for children to ride their bike on the sidewalk. Sidewalk bicycle riding may be the best alternative in certain limited circumstances such as on long, narrow bridges, or on high volume roadways with limited space for bicycles.

Question: Where are some good places for the whole family to bicycle?

Answer:

Marilyn Murphy Kane Trail from West Lagoon Road to Valley Avenue is an off road, multi-use paved trail, on level surface. There is a parking lot located at the trail head on West Lagoon Road, just south of Bernal Avenue. There are views of the hills and creek, and no roadway crossings. The approximate roundtrip distance is 3.5 miles, benches and picnic areas are available.

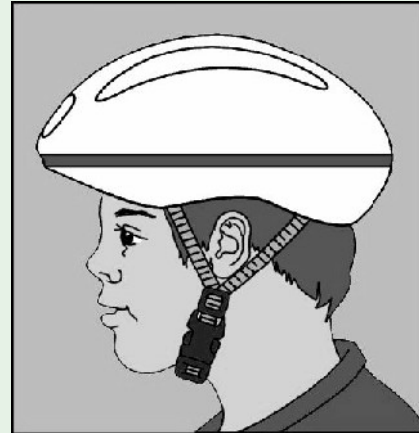
Iron Horse Trail from Santa Rita Road to Valley Avenue is an off road, multi-use paved trail, on level surface. There is one roadway crossing. The approximate roundtrip distance is 2 miles and benches are available.

Question: How do I take my bike on the Wheels bus?

Answer: For information on taking your bike on a Wheels bus go to: www.wheelsbus.com/ridersguide/bikeandride.html
for information on Bay Area transit systems go to: www.511.org

Question: Can I ride my bike in a crosswalk?

Answer: Yes, recent changes to the California Vehicle Code allows bicyclists to ride in crosswalks, however the bicyclists must not enter the crosswalk until it is safe to do so. Bicyclists need to completely stop their bike before entering the crosswalk.



Your objective: Snug, Level, Stable

You want the helmet to be comfortably touching the head all the way around, level and stable enough to resist even violent shakes or hard blows and stay in place. It should be as low on the head as possible to maximize side coverage, and held level on the head with the strap comfortably snug.

Be Prepared for the Worst

Heads come in many sizes and shapes. You should be prepared for the possibility that the helmet you are trying to fit may not be compatible with this particular head. And unfortunately, you should expect to spend ten to fifteen minutes to get your helmet properly fitted.

1. Adjust the fit pads or ring

Helmets that fit with pads come with at least one set of foam fitting pads, and if you got a second set of thicker pads it can be used to customize the shape. For starters, you can often remove the top pad entirely or use the thinnest ones. This lowers the helmet on the head, bringing its protection down further on the sides. It may reduce the flow of cooling air slightly, but probably not enough to notice

Adjust the side fit pads by using thicker pads if your head is narrow and there is a space, or add thicker pads in the back for shorter heads. You may also move pads around, particularly on the "corners" in the front and rear. Leaving some gaps will improve air flow. The pads should touch your head evenly all the way around, without making the fit too tight. The pads may compress slightly over time, but not much, so do not count on that to loosen the fit. The helmet should sit level on the head, with the front just above the eyebrows, or if the rider uses glasses, just above the frame of the glasses. If you walk into a wall, the helmet should hit before your nose does!

There are also helmets on the market that use a fitting ring rather than side pads for adjustment. With these one-size-fits-all models you begin by adjusting the size of the ring. Some of them may require the ring so tight for real stability on your head that they feel binding, but loosening the ring can produce a sloppy fit, indicating that the helmet is not for you.

2. Adjust the straps

Now put the helmet on and fasten the buckle. Be sure the front is in front! You want to adjust it to the "Eye-Ear-Mouth" test developed by the Bicycle Coalition of Maine:

- When you look upward the front rim should be barely visible to your eye
- The Y of the side straps should meet just below your ear
- The chin strap should be snug against the chin so that when you open your mouth very wide you feel the helmet pull down a little bit.

With the helmet in position on your head, adjust the length of the rear straps, then the length of the front straps, to locate the Y fitting where the straps come together just under your ear. That may involve sliding the straps across the top of the helmet to get the length even on both sides. Then adjust the length of the chin strap so it is comfortably snug. If it cuts into the chin and is not comfortable, it is too tight. Now pay attention to the rear stabilizer if the helmet has one. It can keep the helmet from jiggling in normal use and make it feel more stable, but only a well-adjusted strap can keep it on in a crash.

When you think the straps are about right, shake your head around violently. Then put your palm under the front edge and push up and back. Can you move the helmet more than an inch or so from level, exposing your bare forehead? Then you need to tighten the strap in front of your ear, and perhaps loosen the rear strap behind your ear. Again, the two straps should meet just below your ear. Now reach back and grab the back edge. Pull up. Can you move the helmet more than an inch? If so, tighten the rear strap.

For a final check, look in a mirror or look at the wearer whose helmet you are fitting. Move the helmet side to side and front to back, watching the skin around the eyebrows. It should move slightly with the helmet. If it does not, the fit pads are probably too thin in front or back.

When you are done, your helmet should be level, feel solid on your head and be comfortable. It

Courtesy: Bicycle Helmet Safety Institute